Baby Killed and More Than a Score of Passengers Injured-The Brake Block Gave Way on the Hill-Struck Curve at Full Speed-Auto as Ambulan

A closed trolley car of the Yonkers line, bound north, was amashed almost to flinders last evening at the base of a steep incline in Lincoln Park, a suburb of Yonkers. and a seven-months old baby was killed several passengers were seriously injured and more than a score cut and bruised.

About fifty persons were aboard the car. filling it to its standing room capacity. Motorman Andrew V. Ulichny, when he found the car gathering unusual speed going down the hill, after he had applied the brake gently, started to jam it on to the

The handle merely whirled ineffectively in his hand. He then reversed the power; hoping to check the speed. The momentum of the heavily weighted car was so greatthat nothing could stop it then, and the motor gman stuck to his post and prepared for the worst. He had a faint hope, he said, that the car would hold the track even at the base of the hill, where there is a sharp curve called the Horseshoe, the track after the turn nearly paralleling itself for several hundred feet. The strange feature of the accident was that nearly all the passengers were unaware of their danger, although all were startled by the high speed of the uncontrollable car.

On the enclosed front platform with the motorman was a former motorman, Orren Charlton, who said the oar was making about sixty miles an hour down the grade He also had a hope that it would take the curve without being derailed and made no attempt to save himself.

The moment it struck the curve the car

ploughed into the macadamized roadway and tore along 200 feet on its two left hand and tore along 200 feet on its two left hand wheels at an angle of 45 degrees. Then it toppled on the New York bound track and all the superstructure went to piece s like an eggshell. It was about 5:30 o'clock and the traffic was heavy in both directions. There are few dwellings in the neighborhood, but folks eager to help ran from every one of them. A Mrs. Toy brought bandages and somebody in the crowd that collected later stole her watch. The first of thirteen cars stalled by the wreckage on the track was emptied in a jiffy of its passengers, who went to work taking the screaming men, women and children from the tangle of wood and iron. More than a dozen were unconscious.

The first car that came along on the northbound track was turned into an ambulance. Wilham Perot of Broadway, Yonkers, speeding home in his auto, stopped and took aboard four patients. He was permitted to violate the speed law after turning his auto load over to the doctors and nurses of St. Joseph's Hospital. He dashed back again and got others. A feed wagon was also impressed into service, and the new patrol wagon of the Yonkers police, on duty for the first time, took the rest of the crippled either to their homes or to hospital. After the police and the hospital doctors had time to make out a list of casualties they found that only one passenger had been killed, the seven-months-old child of Mrs. Barlach of 131 Nepperhan avenue, Yonkers. The mother is badly hurt about the bead. John Venogrocksky of Hastings and a Mr. Shaft of Yonkers may have fractured skulls. Others who were taken to hospitals, are: Mrs. Henry Laverick of 113 Ludlow street, Yonkers, broken shoulder and contusions. The first car that came along on the north-

shoulder and contusions.

shoulder and contusions.

Mrs. Flannery of South Broadway, Yonkers, internal injuries; Mrs. Thomas Harding and her daughter Margaret of 67 Jefferson street, Yonkers, and Mrs. Ethelbert Ewing of 120 Ashburton avenue, Yonkers. About fifteen of the injured were taken to St. Joseph's Hospital. The rest were attended by the hospital doctors and went to their homes.

Capt. Woodruff of the Yonkers police made an examination of the brake bar of the car and found that it was much worn

of the car and found that it was much worn at the point where it had parted. The motor man said he did not know what part of the brake gear had given away, but he knew that something had parted that made it impossible for him to stop the car. Being on an open platform he jumped the car toppled and was not hurt.

TWO IMPORTANT TREATIES.

They Will Settle the Differences Arising Over the Panama Revolution.

WASHINGTON, Oct. 1.-Two treaties of international importance will be negotiated in the State Department within a few weeks. One will be between the United States of Colombia and the American Government and the other between Colombia and Panama; her revolutionary offspring. Since November, 1903, when Panama revolted from Colombia and attained independence, which was quickly recognized by the United States, Colombia and Panama have had neither commercial nor diplomatic relations. The situation for nearly three years has been precarious and embarrassing, involving not only the friendly relations between Colombia and the United States but, more irhportant still, the opinion of all South America concerning the intentions of this Government toward Latin-America in general general.
Colombia and Panama have been brought

to the point of agreeing to negotiate a treaty by the efforts of the State Department and the American diplomatic representatives in Panama and in Bogota, the capital of Colombia.

The treaty between the United States

capital of Colombia.

The treaty between the United States and Colombia will not be as difficult to negotiate as that between the other two countries. There will be many intricate questions to dispose of in the Colombia-Panama convention, but both sides have already shown such good will toward the propositions which have been made to them that a treaty of some sort is sure to be the

result.
Within a few days Schor Enrique Cortes, the new Minister of Colombia to Washington, will arrive in New York from Europe.
John Barrett, the American Minister to Colombia, is here now, having come up from Cartagena with Secretary Root on the cruiser Columbia. Together with Secre-tary Root the two diplomats will start in. upon the work of preparing the treaties. Senor Obaldia, the Minister of Panama, will be back in Washington from the Pan-American conference soon and the treaty between Panama and Colombia will be

parties to the proposed agreements are anxious to come to an understanding.

Once that understanding is reached the results will be tremendously beneficial, meaning not only improved diplomatic relations between the United States and Colombia and Colombia and Panama, but beyond doubt an increase in commerce between Panama and Colombia. Fol-lowing the journey of Secretary Root through South America it will be all the more beneficial in improving the relations of the United States with all of the nations of South America.

Army and Navy Orders.

WABBINGTON, Oct. 1 .- These army orders were issued to day: Second Lieut, Edward J. Cullen, Artillery Corps, assigned to the Thirty-fourth Company, Coast

is assigned to the Thirty-lourth Company, Coast Artillery.
Second Lieut. William S. Wood. Artillery, from massigned list to 120th Company, Coast Artillery.
Major Isaac W. Litteli, Quartermaster, to Governors Island, N. Y.
The resignation of First Lieut. James Conway, Philippine Scouts, has been accepted by the President, to take effect November 30.
First Lieut. Rudolph E. Smyser, Fourteenth Cavalry, Acting Quartermaster, from Boston to New York city.
First Lieut. William I. Westervelt, Artillery, is detailed as a Captain in the Ordnance Department and will proceed to New York city.
The retirement of Capt. Edgar S. Walker, Eighth Infantry, is announced.

These navy orders were issued Capt. S. M. Ackley, from War College, Newport, R. I., and walt orders.
Lieutenant-Commander H. Vall, retired, to Washington for duty in Hydrographic Office.
Lieuts W. S. Pye and B. S. Keyes, to Naval Academy, Annapolis.
Midshipman A. A. Baker, from Naval Academy,
Annapolis, to home.

One of the Crew Assaults the Captain and

la Turned Over to Federal Officers. ROCHESTER, Oct. 1 .- The steam yacht Nerita of Detroit, owned by S. J. Murphy, Jr., a lumberman of Green Bay, Wis., ar rived at Charlotte Harbor last night with a tale of mutiny that caused the local United States authorities to arrest one member of the crew. The captain, John Graham, was in a battered condition from the melé that occurred on the way back from Maine

The yacht left Detroit a year ago and has been as far south as the Gulf of Mexico, leaving Jacksonville, Fla., last June to return north. At Rockland, Me., two sailors were hired. Both were found to be ugly tempered and soon sought to foment trouble One of them was put ashore at Halifax,

One of them was put ashore at Halifax, but the other, John Levett, was retained on his promise to behave.

Sunday night Levett was repr imanded by Capt. Graham for sleeping while on the watch. He responded by striking the captain a heavy blow back of the ear. The captain started to go to his cabin to get a revolver and was struck again. Levett then fied to the upper deck. When the captain stuck his head out of the held Levett kicked him in the face, breaking his jaw and causing him to fall insensible down the hatchway.

Mr. Murphy, the owner, by this time had procured a revolver and drove Levett into a cabin, where he was kept until port was reached, when he was turned over to the Federal authorities.

SIR THOMAS AT NEW YORK Y. C. Will Leave for Chicago Without Settling About Cup Challenge

Sir Thomas Lipton spent most of the day yesterday at the Waldorf-Astoria. He had business to attend to and had many calls from friends. In the evening he went to the New York Yacht Club and dined with R. A. C. Smith and a few of the members of the club and he spent most of the evening at the clubhouse chatting with members None of the officers of the club was in the building, and so Sir Thomas was not able to approach the subject of a challenge with

to approach the subject of a challenge with any of them. He has talked, though, with many yachtsmen and has decided to go ahead in the matter.

Sir Thomas Lipton, Col. Neill and the rest of his party will go to Chicago this afternoon on the 5:30 o'clock train, and while in Chicago he will be banqueted at the Chicago Athletic Club, and on Saturday a big regatta in which yachts of all the Chicago clubs are to take part will be sailed. Sir Thomas expects to remain in Chicago about a week, and says that when he returns to New York he will arrange for a conference with leading members of the New York Yacht Club and talk with them about challenging, so as to try with them about challenging, so as to try
to find out just what the club will do and
where he stands. Sir Thomas believes
from what he has learned since he has been
here that things can be arranged satisfactorily to both sides and that there will be
another race for the America's Cup in the

ARKANSAS AFTER THE PACKERS State Seeks to Collect \$200,000 in Fines Under Anti-Trust Law.

CHICAGO, Oct. 1 .- Robert L. Rodgers, Attorney-General of the State of Arkansas and his assistants, J. E. Bradshaw and James H. Stevenson, started an investigation to-day in this city which may result in the collection of \$200,000 in fines from the packing houses of Chicago. More than fifty persons have been sum-

more than fifty persons have been summoned to testify about the operation of a packers' trust in Arkansas.

It is charged by the legal representatives of Arkansas that the firms of Armour & Co., Swift & Co., the Cudahy Packing Company and the G. H. Hammond Company violated the anti-trust laws of that State for the last six months of the year 1905.

The suits that have been started are for the purpose of collecting a minimum fine

the purpose of collecting a minimum fine of \$200 a day from each of the big packing companies doing business in Arkansas.

GUNBOAT LEFT HIGH AND DRY Gloucester Carried a Third of a Mile in-

whole days during the recent storm which swept the Gulf of Mexico the navy yard at Pensacola had bearing on it a gale which at one time reached 109 miles an hour, and for the whole time averaged almost seventyfive miles an hour.

The water swept up from the sea like an enormous tide, covered the yard eight feet deep, engulfing everything, destroying at least one building totally and pushing up ding the Independence League and the least one building totally and pushing up the floors.

The most remarkable thing was the way the gunboat Gloucester was swept ashore, and if the details were not official they

would be hard to believe.

The Glouces ter was moored in what is known as the drydock basin. She is a good sized boat, having a displacement of good sized boat, having a displacement of 800 tons. The gunboat was picked up and swept clear across the Government reserva-tion. She jumped a twelve foot wall which surrounded the yard and is now outside Government property and fully a third of a mile from where she was anchored. The Vixen was driven high and dry from The Vixen was driven high and dry from where she was lying off the yard, and in one place a tugboat and two or three coal light-ters lie huddled together on their sides far

from the sea.

The big wooden drydock, purchased in the Spanish War, was smashed to pieces and will be of no use. One of the best pieces of news is that the steel drydock, which the navy took from Spain in the war, is not much damaged.

MOBILE, Ala., Oct. 1.—A heavy rain which began here this morning has caused.

which began here this morning has caused additional damage amounting to about \$1,000,000. It poured through the roof of the city hospital building and the stocks of several stores were ruined. In the city hall the Mayor was compelled to

city hall the Mayor was compelled to wear his hat and direct relief work with the rain falling through the roof.

The people of Mobile were much disturbed by news from Washington that another tropical hurricane, now approaching the Yucatan Channel from the east, is coming this way. The information from ing the Yucatan Channer from the east, is coming this way. The information from Washington says that the approach of the storm is given out by the College of Jesuits in Havana, the same source from which the warning of the last storm came.

The number of dead in the States along the Cultimater is new estimated at 102. The

the Gulf coast is now estimated at 102. The property damage cannot be estimated, but reports indicate that it will amount

NEW OBLEANS, Oct. 1 .- From additional reports received here the loss to the cotton crop is probably not less than \$500,000.

Movements of Naval Vessels.

WASHINGTON, Oct. 1.-The battleship Texas has arrived at Hampton Roads, the cruiser Chattanooga at Pagoda anchorage, the cruiser Columbia at Hampton Roads, the cruiser Mayflower at Oyster Bay, the the cruiser Mayflower at Oyster Bay, the battleship Kentucky at Havana, the gunboat Quiros at Shanghai, the gunboat Don Juan de Austria at Samana, the gunboat Paducah at Santo Domingo City, the gunboat Dubuque at Sanchez, the destroyers Bainbridge and Barry at Pagoda anchorage, the destroyers Lawrence and Hopkins at Newport, the yacht Sylph at Washington, the tug Rocket at Norfolk and the collier Brutus at Colombo.

The battleship Ohio has sailed from Cavite for Colombo, the cruiser Chicago, the gun-

for Colombo, the cruiser Chicago, the gun-boat Princeton and the destroyer Preble from San Francisco for Santa Barbara, the cruiser Tacoma from Havana for Cien-fuegos, the cruiser Des Moines from Havana for Santiago, the cruisers West Virginia and Pennsylvania from Naples for Piræus, the cruisers Maryland and Colorado from the cruisers Maryland and Colorado from Palermo for Piræus, the cruis er Charleston from Panama for San Francisco, the supply boat Glacier from Jaffa for Naples, the transport Prairie from Boston for Havana. the transport Dixie for Monte Cristi for San Juan, the tug Uncas from target grounds for navy yard, New York, the collier Justin from Chefoo for Höngkong and the tug Osceola from Key West for Pensagola.

MUTINY ON A STEAM YACHT. FOUR ALPINE CLIMBERS KILLED. Fall 2,400 Feet to a Glacier, Where the

> Special Cable Despatch to THE SUN GENEVA, Oct. 1.- The mutilated bodies of four Alpine tourists have been found on the Plan Neve Glacier, at the base of the precipitous mountain Dent de Morcles, which is 9,685 feet high.

> As three parties, each numbering four persons, are known to have been climbing in that neighborhood on September 30 and none of them has yet been accounted for, the identity of those who perished is uncertain. It is believed, however, that the victims were Swiss students who started without a guide and laughed at the warnings of experienced climbers.

The indications are that one of the party slipped in a dangerous place and dragged the others by the rope attached to all the members of the party. All slid for fifty yards down an ice slope and then fell 2,400 feet sheer upon the glacier. The bodies were smashed. Every large bone was broken and blood was scattered in all directions. The corpses were frozen in the attitudes in which the victims fell.

PEASANTS BEATEN TO DEATH. Terrible Killing by Cossacks of Those

Afterward Proved Innocent. Special Cable Despatch to THE SUN. ODESSA, Oct. 1.-Ninety-seven peasants were arraigned at Kherson to-day charged with ravaging the estate of ex-Minister Krivoshein. The evidence revealed that the district governor, who arrived on the estate with Cossacks soon after the devastation, seized all the peasants supposed to have participated and instructed a priest to administer the last sacrament to them. He then ordered the Cossacks to beat the prisoners to death.

The Cossacks immediately set to work. and during four hours the place was a scene of horror. Twenty-three peasants were killed and 130 shockingly injured The Cossacks were compelled to cease through exhaustion, but they forced other peasants to continue the flogging. Many were thus forced to torture their fathers, sons or brothers

Eventually it was found that all the victims were innocent, the real culprits having fled before the Cossacks arrived.

American Minister Reaches Fez.

Special Cable Despatch to THE SUN. TANGIER, Oct. 1,-Mr. Gummere; the American Minister, arrived at Fez on Saturday. A large body of troops was drawn up in his honor. All the Europeans went out to meet him.

SOCIALISTS HISS HEARST.

Call Him & Fence Straddling Demogogue at Kalleh Theatre Meeting.

At a Socialistic meeting, which filled the Kalich Theatre on the Bowery to overflowing last night, the Republican and Democratic parties were denounced and the name of Hearst was hissed and ridiculed as that of a fence straddling demagogue. The campaign of Morris Hillquit for Congressman from the Third district was incidentally begun. A liberal sprinkling of women through the audience gave the meeting the appearance rather of a concert or a lecture than of a political demonstration.

Algernon Lee, editor of the Worker, called the meeting to order to an accompaniment of "The Marseillaise." He called attention to the importance of the workingmen's vote of the East Side. The awakening of the East Side meant, he said, the awakening of the nation, and the arousing of the socialistic spirit throughout the world.

Hugh O. Pentecost aroused the enthusiasm of the audience by denouncing Christian civilization. It had resulted, he said, in the inverse of the measurements.

tan civilization. It had resulted, the ignorance of the masses, crimes against the common people, child slavery and degradation of labor. The Republican and Democratic parties were committed to continuing the present system, and no workingman who was not a lunatic could vote their ticket." Five thousand socialistic votes, he declared, had gone to Hearst in the

Mayoralty election in that district. They would be cast against him this time.

A letter from Maxim Gorky was read by Abraham Cahan in Russian, English and Yiddish, and then Mr. Hillquit, the Democratic party, and with an uneasy foot-ing in both. To cover the weakness of his foundations Mr. Hearst was crying to his adherents to look at the candidate and not the party. Mr. Hillquit asked how any man could get the support of two parties, one calling for municipal ownership and the other denouncing it. Tammany and the Independence League were equally opposed to socialism and should get no sympathy from the Socialist. The landing of a Socialist in the national legislature was the great aim of socialistic movement and the Ninth Congressional district should

ARTIST SHOOTS HIMSELF. Suicide of John Carlton Baker of the New York "Herald."

John Carlton Baker, manager of the art department of the Herald, committed the head at his home, 410 Central Park West. His friends could assign no reason for his act except that he had been worrying for a year past over the illness of his wife.

Mr. Baker went to his home from work

at 10 o'clock. When he got there he found the house turned upside down as it had been left by decorators. The sofa was piled full of furniture and pictures and he complained that he couldn't find a place to lie down. He went to his bedroom, got his revolver, walked back into the got his revolver, waised back into the room where his wife was and sent a bullet into his right temple. He was 38 years old a into his right temple. He was 38 years old and of a Southern family.

SETTLING UP SAGE LEGACIES. Indiana Heirs Sign Final Papers That

Secure Them \$50,000 Each. COLUMBUS, Ind., Oct. 1.- New York attorneys representing the Russell Sage estate to-day called upon Mrs. Emily Chadwick of Odell, Chadwick, to have her sign the final papers which give her the \$50,000 she gets from the fortune left by her uncle, the late Russell Sage. Mrs. Chadwick's father was Elishur W

Mrs. Chadwick's father was Elishur W. Sage. Mrs. Chadwick saw her benefactor but once. In 1881 she called at his home in New York city. Her husband died in 1900 and since that time she has lived off a pension of \$12 a month.

Mrs. Chadwick's brother, Elishur Sage of Rensselaer, Ind., was visited by the attorneys to-day and a settlement was effected.

Standard Oil Bollermakers' Strike Com promised.

CHICAGO, Oct. 1 .- After a celebration which the whole town of Whiting, Ind., joined 300 boilermakers to-day returned to work at the plant of the Standard Oil Company. This ended the strike which company. This ended the strike which ten days ago took 2,000 employees from their places. The company and the men compromised. The men wanted 40 cents an hour and accepted 371/2 cents

Arthur M. King, assistant United States Attorney in this district, resigned yesterday and resumed private practice of law. He had been in office for more than eight years and was at the head of the law and equity division. He was appointed by President McKinlaw

\$33 PACIFIC COAST

Ends with this month

October 31 is the last day on which you can take advantage of this extremely low Colonist one way second class rate from Chicago to many points in California, Oregon and Washington.

Proportionate rates from

Tickets good on the famous electric lighted Los Angeles Limited (less than three days to Southern California without change of cars) via the Chicago & North-Western, Union Pacific and Salt Lake Route; and on the China and Japan Fast Mail through to San Francisco and Portland daily via the

Chicago, Union Pacific & North-Western Line



Personally conducted excursions in Pullman tourist sleeping cars, through without change daily. Double berth Chicago to the Pacific Coast only \$7.00 Round-trip tickets also on sale at reduced rates. [

All agents sell tickets wia this line. Full particulars concerning these excursions can be secured by addressing S. A. Hutchison, Manager Tourist Department, 212 Clark, Street, Chicago, or you can address for terther telepronation

CENTRAL NEW YORK FOR HUGHES. | AMONG THE AUTOMOBILISTS. All the Republicans and Many Democrats Will Work and Vote for Him.

UTICA, Oct. 1.-If the candidacy of Charles E. Hughes appeals to the farmers of the remainder of the State with anything like the favor that it has won from those in the counties in central New York the Republican nominee will receive the biggest ma jority registered in recent campaigns. And the sentiment in central New York is usually taken as a good indication of the feeling among this class of voters throughout the Empire State.

The Utica Dairy Board of Trade comprises cheese buyers and sellers of Oneida Herkimer, Madison and other counties in central New York, and meets at Biggs Hotel every Monday afternoon to transact the business or the trade and to talk politics. These men, from the nature of their business, which causes them to mingle with other farmers at home, have good opportun ties to judge of the prevailing sentiment. am for Hughes," said Calvin G.

Babcock of Newport, Herkimer county, because I regard him as the best man. I am not a party man and have never mixed in politics. But Hughes's record is good and he will be supported by the farmers on that account."

R. G. Jones of Glenmore, Oneida county,
aid: "I am a Democrat, but don't like the

way things were run at the Buffalo convention. I shall vote for Hughes."

Austin True of Stockbridge, Madison county, is a Democrat, but cannot stand for Hearst. "I don't think Hearst is a genuine

Hearst. "I don't think Hearst is a genuine Democrat," said Mr. True.
John J. Donnafield of Deerfield, Oneida county, reported that Hughes was far in the lead out his way.
"I am for Hughes," said T. W. Jones of Holland Patent. "All the Republicans in our district are strongly for him. I have heard of some Democrats who are out for him. too."

im, too."
E. W. Perry of Steuben had yet to hear of a Republican who would not vote and work for Hughes enthusiastically. These are only a few of scores of Republicans and Democrats in attendance at to-day's dairy board meeting who declared that sentiment in their various communities was strongly for Hughes.

AGAINST THE FRAUD CANDIDATE. Prominent Democrats in Jefferson County

Bolt the Buffalo Ticket.

WATERTOWN, Oct. 1. -Floyd L. Carlisle, brother of former State Committeeman John N. Carlisle, in discussing the suicide last night by shooting himself in political situation to-day, made the statement that he believed the vote of the Prohibition candidate for Governor in this county would exceed the vote which William R. Hearst will poll. Mr. Carlisle says that he finds prominent Democrats ail over the county who will not support the Hearst ticket. The withdrawal of several Hearst ticket. The withdrawal of several of the candidates on Hearst's dummy ticket has stirred many members of the Independence League and they will not

BILLIARD TOURNEY HERE.

now support Hearst.

National Association Decides to Hold Championship at Liederkranz Club. Amateur billiard players will meet at the Liederkranz Club to decide the national championship this year. This was the vote of the members of the National Association of Amateur Billiard Players last night at the special meeting held in the rooms of the Liederkranz Club, Fifty-eighth street and Park avenue. President Frank J. Howell of the Chicago Athletic Association presided, and more clubs and associations fostering the game were represented than ever before in the history of the amateur game. At the opening of the meeting delegates from several other organizations put forth claims, but after feeling the pulse of the assemblage upon the subject all prospective applications were withdrawn and the tournament was voted to

the Liederkranz Club unanimously. The championship tournament will be held some time late in February or early in March, the date to be decided upon later by the joint committees of the national association and that of the Liederkranz Club. All of the details of the tournament will be in the hands of the national association. This committee consists of J. Ferdinand Poggenburg, chairman; Dr. L. L. Mial, Dr. A. B. Miller, Edward W. Gardner, Charles S. Norris, David J. Burtis and President Howell, ex officio.

ex officio.

The matches will be 300 points at 14.2 balk line billiards and will be held in the large concert hall of the club, which will seat 1,000 spectators. It was decided that no admission be charged, but all members of recognized clubs will be admitted on presentation of card.

There was some discussion as to the holding of a national class B championship in November or December and also a Metropolitan meeting. The arrangement for these tournaments was left to the committee with full power to act. An application of the Chicago Athletic Association to hold the class A championship of the middle West during the last two weeks of November was granted.

JOE TRACY KEEPS UP HIS GOOD WORK IN PRACTICE.

Big Race Will Be Made To-morrow

ber of hatless young women out yesterday, a great many of whom came on bicycles, Drivers who drove slowly enough to have at the speed they took it. Eight of the cup cars were out, one of them being the 120 horsethe wheel. W. C. Luttgen, with George McKeeson

first to pass Krug's, and he made two rounds of the course, in 38 and 42 minutes. Elliott F. Shepard's 130 horse-power Hotchkiss was the next car to put in an appearance, though Mr. Shepard was not at the wheel, as he was slightly indisposed. It was driven around the course three times by Baby" Lehmann, Mr. Shepard's huge mechanic, who had J. Mann of the Hotchkiss firm with him in the mechanic's seat. His first two rounds were made in 41 and 37 minutes, respectively, but the third was a slow one, as he had to stop just after crossing the railroad track on the Jerich turnpike to replace a punctured tire. Cagno of the Italian team was out with his Itala racer, being the only representative of his country who appeared in a racing machine He made one round in 39 minutes in one of the emergency racers. George Heath of the French team came out in his Panhard racer at almost the same instant at Cagno and finished his first round in 39 minutes, about one hundred yards ahead of the Italian driver After a brief visit to his cottage at Mineola Heath made another round of the course in 36% minutes. Albert Clement made one round of the course with the car that won third place in the Grand Prix last June, com pleting the journey in 45 minutes. He swung around onto the Jericho turnpike but came back over that road later without finishing a

Aldo Weillschott, made a leisurely round in a touring car. Jenatzy made one round with Robert Graves's Mercedes in 29% minutes. Time honors yesterday went to Joe Tracy and his 90 horse-power Locomobile. He made three rounds of the course from his quarters at Lakeville, but his time was taken only for the two complete rounds from Krug's which he accomplished in 29½ and 28½ minutes. In his practice driving since the elimination trials. Tracy has blossomed out as a time annihilator of a high order. He makes the turns with all of the care and precision that has always characterized his driv ing, but lately he has sent his car along with much of the abandon which has heretofore been displayed only by pilots of the various foreign machines. Duray, still without a number on his big red Lorraine-Dietrich, made one round in 30 minutes. S. B. Stevens of Rome, N. Y., was on the course before s o'clock with the so horse-power Darraco that Hemery drove last October when he won the 1905 Vanderbilt cup race. Harry Payne Whitney was also out with the Braiser that competed in the Grand Prix last June. To-day's practice will be the last indulged

and predictions were freely made by the knowing ones yesterday that there would be some hair raising rounds this morning if the weather and crowd conditions permitted high speed. There is considerable jealousy among some of the foreign drivers regarding the fast time accredited to other drivers and it is likely that a new course record will be made during the practice hours this morning. The three Fiai racers will be taken to pieces to-day after the practice and put in the finest possible condition for Saturday's struggle. It is possible that each one will be sent over the course once on Thursday morning to see if it is working properly and needs any adjusting. Louis Wagner of the French team is expected to make his first appearance this morning with the 100 horse-power Darracq, with which Lanriot was second to Duray in the Ardennes circuit race. Wagner has also broughthe racer that he used in the same contest, for use in case of accident or emergency. There seems to be quite a general opinion among the attaches of the different foreign camps that Wagner is quite likely to make the fastest round in the cup race on Saturday, providing no accident overtakes him. Wagner has expressed himself as perfectly satisfied with the course and said the only improvement he would suggest would be the addition of a number of sharp turns. Like the racer that high speed. There is considerable jealousy

Makes Two Rounds of Cup Course Each Well Under 30 Minutes-Duray Also Makes Fast Trip-Arrangements for

Brown's 120 horse-power Mercedes, was the The Fiat drivers, Lancia, Nazzaro and Dr.

AUTOMORILES.

In spite of the fact that it was very chilly resterday morning there was quite a gathering of enthusiasts at Krug's to watch the racing cars entered for the Vanderbilt cup race make their practice spins between 5 and 7 o'clock. There was an unusually large numand the fact that the majority had very red poses and ears as a result of the biting air did not appear to bother them very much. time to notice said that there were crowde of from 100 to 150 persons at each of the different turns on the 29.71 mile course. The "hairpin" turn at Old Westbury had the largest crowd of any place except Krug's, as it has the hardest name of any of the turns The road surface there was very bad yester day and A. M. Archer of the Automobile Clul of America said after the practice was over that he had been amazed at the skill dis played by the drivers in rounding the curve

in by many of the foreign cup candidates.

AUTOMOBILE who purchases it. Does any other name on a car mean so much? In specifying a Studebaker Gasoline or Electric Touring Car, you will have left nothing undone. Every point—speed, durability, reliability, beauty, comfort—all have been brought to the highest state of perfection long before the cars are presented for the approval of the discriminating A visit to our warerooms will prove time well spent. Catalogue upon request. **Gasoline Touring Car** Model G.
Four cylinder. 30-35 H.P. Sims
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AUTOMOBILES.

"The Automobile

with a Reputation

Behind It"

The reputation behind the Studebaker Automobile

is the reputation that has been built up through

the experience of half a century in vehicle con-

struction. It is the wealth of that experience

and skill found in the enormous Studebaker

factories that is back of the

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GUARANTEED ABSOLUTELY. 40 H. P. IMMEDIATE DELIVERY EQUAL IN EVERY RESPECT TO THE BEST MADE FOREIGN MACHINES COSTING TWICE AS MUCH. THIS FACT EASILY PROVEN BY DEMONSTRATION.

FRANK C. ARMSTRONC. E. W. BLISS CO. BROADWAY AND 66TH STREET.

Hemery won with last year, Wagn er's car has an unusually short wheel base, so that he will be able to make the turns much fast er than any of his opponents. He intends to send his racer along at top speed from the inception of the race, and as his car has been almost entirely rebuilt since the Grand Prix last June, he is very confident of repeating Hemery's victory. His car will be equipped with wire spoked wheels with a special detachable rim. The report that Demegeot would be Wagner's mechanic was a mistake, as that poat will be filled by Edgar Bivet, who is a foreman in the Darracq factory, wagner thinks there will be rounds made between 24 and 25 minutes on Saturday, and adds that the only driver he fears is Duray, with his Lorraine-Dietrich.

Le Blon's 115 horse-power Thomas, which will be the first car to start on Saturday, was taken down to its quarters at Krug's yesterday afternoon and will be out on the course this morning. It has been painted a bright red and presents a striking appearance in its new dress. Considerable comment has been aroused over the course during the practice hours. John W. Haynes took the racer out of its barn yesterday morning, but did not take it out on the course. There were many conjectures yesterday as to whether or not the car would be started on Saturday, as it is impossible to accertain if Harding or Frank Nutt or John W. Haynes will drive the car. No one seemed to know how soon Lawwell would show up with the Frayer-Miller that has a place on the American team through the disqualification of Lyttle's Pope-Toledo.

Chairman Jefferson De Mont Thompson of the A. A. A. racing board and Vanderbilt cup commission said yesterday that there would be a meeting of the commission to morrow night at the Garden City Hotel. Among other matters which will be taken up is the appeal of the Pope-Toledo concern against the disqualification of their racer, in support of which will be a number of affidavits asserting that all of the cars in the elimination trials except Tracy's Locomobile were pushed at some time during the contest. Chairman Thompson has received a formal letter of complaint by the Itala entrants against the reckless driving of Luttgen, pilot of the Mercedes, which will be driven for George McKesson Brown of New York.

The Nassau County Board of Supervisors had a conference yesterday with M. C. Reeves, secretary to Chairman Thempson, regarding the final arrangements for handling the spectators on Saturday. Mr. Reeves's attention was called to the agreement that all tire depois should be placed 150 feet back from the highway. Halstead Scudder, the Supervisor's counsel, said that this provision had been neglected in several instances and that the tire depots should be moved before Saturday. Mr. Scudder also made a recommendation that the race be called off within 15 minutes after the winning car crossed the tape and there was some talk of condemning several of the filmsily built speculative grand stands that have spring up at various points along the course. Sheriff Gildersleeve asked for twenty-five more deputies, whose duty shall be to watch for pickpockets. The Supervisors fold Mr. Reeves that the road repairs would all be completed before the race day.

Several important changes have been made in Le Bion's Thomas racer since the elimination trials and the bearded Frenchman is confident of making fast time when he goes over the course to-day. The second racer will probably reach the Thomas quarters this afternoon with Caillois at the wheel. It is in first class condition, and can be substituted for Le Blon's car in case the latter should meet with a mishap in practice. The third oar will be taken down to the course on Thursday and also held in readiness. All

Autos at Winter Prices Never better cars at such RiDICULOUS prices.

Some Limousines and Landaulets.

\$2,700, 1906 Marion, \$1,450; \$2,500, 1906 Orient,
\$1,350; 1906 improvements, 35 Locomobile, \$2,780,
Fifty horse Winton (like new), with Limousine
and touring body, \$2,200; 45 Stearns, \$2,000; Fifty
1906 Acmes, \$2,200; 35 horse, \$1,400; Swell side entrance, twenty horse Locomobile, \$1,000; Packard
like new, \$1,400; \$2,000 Ford, \$750; \$3,500 Ardsley
(1906), \$1,700; Reo, \$400; Peeriess, \$960, \$750, \$1,200;
Panhards, \$1,200 to \$3,000; Vicquot, \$1,900; Cleveland, \$1,500; Fifty horse Thomas, \$1,400; \$7,500
Rochet-Schneider, \$1,750; Autocar Runabouts, \$350
to \$450; Tonneaus, \$4,50 to \$450; Wayne Tonneau,
\$275; Studebaker, side entrance, \$650; Ramblers,
1905-1906, \$900 to \$850.

200 others from \$100 up. Demonstrations cheerfully given.

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Six Cadillacs, side entrances, some with tops, complete, ALL like NEW, \$500 to \$600.
Cadillac 'Bs," \$350 up; Buicks, \$550; Side Entrance Rambler, top; Queen; Wayne, \$550-\$650-\$750; Winton, side entrance, \$550; Four Franklin Runabouts and Touring Cars, Big Bargains; Panhard Runabout, \$960; Elmores, Thomas Flyer, 1905 Model, perfect, \$1,200; Marlon, \$650; Peerless; Locomobile; Pope-Hartford, \$450; fifty other Big Bargains, NO REASONABLE OFFER REFUSED.
Three Boors jammed full; inspection invited;

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LOTS OF RUNABOUTS. \$150 UP. E. J. WILLIS CO., 231 W. 54, Near VANDERBILT CUP RACE Don't freeze yourself this year; buy a warm lap robe; have a SPECIAL SALE this week; fur robe, \$12.50 up. Fall Robes, \$2.50 up; Fur Coats, \$19.50 up, \$190 Raccoon Coats, \$49; Gloves, Caps, Goggles, Tires, Lamps at cut prices.

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three machines have been overhauled like as many watches and on Thursday will be once more taken down, cleaned, inspected and as sembled, after which they will not turn a wheel until Le Blon drives ones of them to the starting line early on Saturdaymorning

and a machinist passed through here to all on a record run from Detroit to New 1 in the new Thomas runabout. He expects top over one day in Buffalo. He is codent of establishing a record in the new which is a 35-46 horse-power machine and the first of its kind to be turned out. All one stretch of the road yesterday the speedeter indicated a pace of sixty miles an hour Automobilist Who Ran Over and killed

Prof. Ward Goes Free.

BUFFALO, Oct. 1 -Alexander Gunnell the Buffalo real estate man who ran down and killed Prof. Henry A. Ward, the noted naturalist, some time ago in an automobile, was let off by the Grand-Jury to-day Gunnell had been held for the jury by the police